

CENTRAL INTELLIGENCE AGENCY

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SECURITY INFORMATION

25X1A

REPORT NO.

CD NO.

COUNTRY East Germany

DATE DISTR. 22 December 1952

SUBJECT Changes in the East German Shipbuilding Investment Program for 1952 and 1953.

NO. OF PAGES 3

DATE OF INFO.

NO. OF ENCLS.
(LISTED BELOW)

PLACE
ACQUIRED

SUPPLEMENT TO
REPORT NO.

25X1X

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1. On 4 September 1952, the East German Council of Ministers approved the petition of the Ministry of Machine Construction for the transfer of 2,965,000 eastmarks¹, allotted to the Mathias-Thesen-Werft Wismar for the construction of a drydock, to the following enterprises:

VEB Warnow-Werft Warnemuende	635,000	eastmarks
VEB Schiffs-und Bootswerft Gehlsdorf	1,196,000	"
VEB Rosslauer Schiffswerft	768,000	"
VEB Yachtwerft Berlin	136,000	"
VEB Neptunwerft Rostock	260,000	"
VEB Elbwerft Boizenburg	70,000	"

The Council ordered the Ministry to complete the transfer of the above capital investments by the end of 1952. The following paragraphs briefly describe the work in each shipyard for which the above amounts have been allocated.

2. At the Warnow-Werft, six river passenger ships, which are to be built on the new slip, are to be delivered in 1953 as reparations. When the first ship is launched, the part of the slip below the waterline will have to be flooded. Because the investment plan for 1953 called for the construction of the second part of the slip cable crane, the foundations, which will be flooded when the slip is flooded, are to be finished beforehand. The funds required for this are to be made available in 1952. In the same connection, the side ramp parallel to slips 1-4 is to be reinforced and a short sheet-piling is to be built and sealed, in order to keep the water from coming through. The strict attention paid in this plan to the production tasks, as opposed to the earlier plan, requires the immediate completion of the preassembly area of slips 1 and 2.

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About 20,000 cubic meters of earth are to be removed for this purpose. The amount of 635,000 eastmarks is required for this work and the odd jobs connected with it.

3. At the Werft Gehlsdorf, the construction of the slip (Laengsslipanlage mit Querverschiebung) had run up against technical and geological problems requiring the modification of the preliminary design. The modified design requires an additional expenditure of 1,196,000 eastmarks.
4. At the Rosslauer Schiffswerft, the completion of a special ship by the end of 1952 was ordered. In order to finish the job on time as well as start 1953 production on schedule, a capital investment of 768,000 eastmarks is required. With the investment of this sum, the shipbuilding hall, whose construction is already in progress, is to be finished as soon as possible, so that production can begin before the end of 1952. Furthermore, the procurement of machines (pressing and cutting combines, pneumatic hammers, drilling and milling plants, plate-straightening machines, etc.) is of high priority. These projects were proposed for 1953 in the plant's Five-Year Plan prospectus. The above-mentioned order requires the building of an additional workshop, the funds for which were not provided for in the plan. The cost of this project amounts to 142,000 eastmarks. The machines and apparatuses necessary for the completion of this special order are included in this sum.
5. Yachtwerft Berlin was ordered to build ten special ships by 30 November 1952. The procurement of two launching cradles (Slipwagen), accommodations for 360 workers, the procurement of machines, and additional lighting for the open working area will require a capital investment of 136,000 eastmarks.
6. Neptunwerft Rostock finished the construction of a wharf crane in 1951-1952 except for minor details. The production program for 1953 to 1955 cannot be carried out without the wharf crane. The building of accommodations for the new workers hired to carry out the production program is necessary. The concentration on the ship repair program necessitates an extension of the autogenous, cutting, and welding plant (Autogen-Schneid-und Schweissanlage). For this purpose the purchase of acetylene bottles is required. The total work requires a capital investment of 260,000 eastmarks.
7. Because Boizenburg lies within the East German security belt, increased security measures are required. A total of 70,000 eastmarks is required for the construction of watch towers, sheds for ship motors, the construction of a fence along the Elbeberg, and the purchase of furnishings.
8. Mathias-Thesen-Werft Wismar is required to deliver five 59-meter long river passenger ships in 1953. The lower sections of the slips upon which the ships are to be built (2 parallel in each slip) have to be broadened. The slips had originally been planned and built to hold sea-going vessels and consequently would be able to hold two of these ships. A capital investment of 260,000 eastmarks is necessary. Capital investment of the Werft in 1951 cost 726,000 eastmarks, which were advanced from the amounts allotted for 1952. When the 1952 investment plan was set up, the Werft did not know that these funds were to be deducted from the plan. As a result of the increased orders, it is not possible to amortize the advance with 1952 investment funds. In order to complete the 1952 program, upon which the 1953 production depends, an additional allocation of 726,000 eastmarks is required. According to SCC shipbuilding directives, dated 28 February 1952, all non-supporting floors and walls of the reparations projects are to be built of light metal. Furniture, also, is to be of light metal. The following is a survey of the total tonnage of

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light metals required in 1952 by the Werft for certain ships:

LENSOVIET	about 130 tons
MOZHAIISKI	about 30 tons
KOOPERATSIA	about 5 tons
2 river ships	<u>about 240 tons</u>
	about 405 tons

9. The changeover from the use of wood to light metal in the Werft requires more space, if the light metal work, required for 1952, is to meet the quota. An additional capital investment of 64,000 eastmarks is required. The money for the preparatory work on the construction of a drydock in the Werft was provided for in the plan for 1952. The work had been scheduled for completion by 31 December 1955. The date was postponed a year, because capital investment money was to be available to the HV Schiffbau in 1953 for only the most important projects necessary for carrying out the 1953 production program.
10. These changes in the 1953 program modify the 1952 preliminary work. In addition to the sum of 1,240,000 east marks allocated in the over-all shipbuilding plan, an additional sum of 645,000 eastmarks is required to put these changes into effect. Of the original sum of 6,000,000 eastmarks, 4,115,000 eastmarks is available for the orders described above.
1. Comment. The breakdown, however, adds up to 3,065,000 eastmarks.

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